

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

April 28, 2017 ~ 9:00 AM

5510 Overland Ave, Room 271

San Diego CA, 92123

MINUTES

- I. Call to Order / Roll Call**
- II. Pledge of Allegiance**
- III. Items for Review**

SUBJECT	LOCATION	AREA	PLANNING/ SPONSOR GROUP
<u>SUPERVISORIAL DISTRICT 2</u>			
2-A. TIME LIMIT PARKING	ALPINE BOULEVARD	ALPINE	ALPINE
2-B. RADAR RECERTIFICATION	HILLSDALE RD	EL CAJON	N/A
2-C. RADAR RECERTIFICATION	HILLSDALE RD	EL CAJON	N/A
<u>SUPERVISORIAL DISTRICT 3</u>			
3-A. ALL-WAY STOP CONTROL	DEER RIDGE ROAD AT CAM SAN BERNARDO	4S RANCH	SAN DIEGUITO
<u>SUPERVISORIAL DISTRICT 5</u>			
5-A. ALL-WAY STOP CONTROL	OLEANDER AVENUE AT MIMOSA AVE	VISTA	N/A

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: April 28, 2017

Item 2-A

SUPERVISORIAL DISTRICT: 2

SUBJECT: Time Limit Parking

LOCATION: Alpine Boulevard north side from 190 feet east of West Victoria Drive westerly 50 feet. ALPINE (Thos. Bros. 1234 B-6)

INITIATED BY: DPW Traffic Engineering

REQUEST: Time Limit Parking

PROBLEM AS STATED BY REQUESTER:

Limited parking spaces make it difficult for customers to park. Please review the proposed time limit parking conditions, to provide 50 feet of available parking area for nearby businesses.

Existing Traffic Devices

Alpine Boulevard is a striped two-lane roadway, with a short, widened portion measuring 150 feet east of West Victoria Drive on the north side of Alpine Boulevard. This portion includes two driveways that access the fronting businesses.

Discussion

Parking for customers and employees for the businesses fronting Alpine Boulevard in the short 150 foot section of roadway just east of West Victoria Drive on the north side is very limited. The owner of the property at 2218 Alpine Boulevard, which is within this portion, asked the Alpine Community Planning Group for support of time limit parking. The Alpine Community Planning Group reviewed the matter and made a motion to support the requested time limit parking prohibition (12-yes, 0-no, 0-abstain, 3-absent, 0-vacant).

The TAC agreed that a one hour time limit between from 10:00 am to 6:00 pm except Sundays and Holidays would be appropriate. This time limit parking will be for public use including employees, and will be available on a first come first serve basis throughout the day. This recommendation is consistent with the original request. The Alpine Community Planning Group reviewed the matter. A motion was made to add a time limit parking prohibition. This action is consistent with the request.

Recommendation

The Committee recommends the establishment of new Time Limit parking area on Alpine Boulevard

Recommendation (continued)

Maker: Campbell Second: Ouadah Vote: yes-13, no-0, abstain-0, vacant-0, and absent-2.

Necessary Board Action

Add Section 72.142.2. to Division 2 of Title 7 of Article 9 of the San Diego County Code.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: April 28, 2017

Item 2-B

SUPERVISORIAL DISTRICT: 2

SUBJECT: Radar Recertification

LOCATION: Hillsdale Road from Jamacha Road (SR-54) easterly to Vista Grande Road (a distance of 0.67 miles) EL CAJON (Thos. Bros. 1272 B-3)

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Recertification of the Existing 40 MPH Speed Limit

PROBLEM AS STATED BY REQUESTER:

Preliminary review of prevailing speeds and roadway conditions could support radar recertification for the existing 40 MPH speed limit.

Existing Traffic Devices

Hillsdale Road is a striped two-lane Through Highway that varies from 39 feet to 54 feet in width. There is a two-way left-turn lane separating both directions of travel between La Valhalla Place easterly to Wind River Road. There are bike lanes on both sides of the roadway. The road is classified as a Light Collector/Major Road on the Mobility Element Map. The road is posted 40 MPH/Radar Certified.

<u>Average Daily Traffic Volumes</u>	<u>1/17</u>	<u>7/10</u>
Hillsdale Road: @ Wind River Road		8,720
E/o Jalisco Road	5,235	

<u>Spot Speed Data</u>	<u>85th Percentile</u>	<u>10 MPH Pace</u>	<u>% in Pace</u>
Hillsdale Road: 120' E/o Jalisco Road (2017)	47 MPH	38-47	77%
(2010)	45.7 MPH	35-44	67.5%

Collision Data

There have been 30 reported collisions, 7 of which involved injury along this segment of roadway in the last five years two month period (01/01/12 to 2-28-17).

Discussion

The California Manual on Uniform Traffic Control Devices stipulates that speed limits are usually set at the 5 MPH increment adjacent to the prevailing (85th percentile) speed of motorists. The result of the recent speed survey (47 MPH) could support increasing the posted 40 MPH speed limit to 45 MPH.

Hillsdale Road serves as connector route for the Rancho San Diego Community and is impacted with congestion and delay due to the close proximity to Valhalla High School. The Committee does not believe any benefit would be derived from a higher posting. On the contrary, an increased speed limit would have a negative effect by increasing the roadway's constant challenges. Motorist's heightened attention is required along this road due to varying lengths of backup for both directions of travel between Jamacha Road (SR-54) and Vista Grande Road. Close intersection spacing and continuous pedestrian presence associated with the High School are factors. The collision rate is higher than the statewide average in this segment of road. The Committee believes that pedestrian presence and collision experience support a 5 MPH speed limit downzoning as allowed by the California Vehicle Code and confirm that the existing 40 MPH speed limit posting is reasonable and appropriate.

The representative from the California Highway Patrol (CHP) El Cajon Office expressed strong support for radar recertification of the existing 40 MPH speed limit. His office maintains a strong visual presence and is committed to continued radar speed enforcement along this segment of Hillsdale Road.

Recommendation

The Committee recommends the existing 40 MPH speed limit of Hillsdale Road from Jamacha Road (SR-54) easterly to Vista Grande Road (a distance of 0.67 miles), be recertified for radar speed enforcement.

Maker: Pearlstein Second: Lake Vote: yes-13, no-0, abstain-0, vacant-0, absent-2.

Necessary Board Action

File this report.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: April 28, 2017 **Item 2-C**

SUPERVISORIAL DISTRICT: 2

SUBJECT: Radar Recertification

LOCATION: Hillsdale Road from Vista Grande Road easterly to Willow Glen Drive (a distance of 0.8 miles) EL CAJON (Thos. Bros. 1272 D-3)

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Recertification of the Existing 45 MPH Speed Limit

PROBLEM AS STATED BY REQUESTER:

Preliminary review of prevailing speeds and roadway conditions could support radar recertification for the existing 45 MPH speed limit.

Existing Traffic Devices

Hillsdale Road is a striped two-lane Through Highway that varies from 41 feet to 73 feet in width. There is a two-way left-turn lane separating both directions of travel from Vista Grande Road easterly to Donahue Drive. There are bike lanes on both sides of the roadway. The road is classified as a Collector Road on the Mobility Element Map. The road is posted 45 MPH/Radar Certified.

<u>Average Daily Traffic Volumes</u>	<u>1/17</u>	<u>4/08</u>
Hillsdale Road:		
W/o Donahue Rd	6,130	5,770

<u>Spot Speed Data</u>		<u>85th Percentile</u>	<u>10 MPH Pace</u>	<u>% in Pace</u>
Hillsdale Road:				
@ Donahue Drive	(2017)	46 MPH	38-47	88%
	(2010)	46.9 MPH	38-47	68.6%

Collision Data

There have been ten reported collisions, seven of which involved injury along this segment of roadway in the last five years (01/01/12 to 2-28-17).

Discussion

The California Manual on Uniform Traffic Control Devices stipulates that speed limits are usually set at the 5 MPH increment adjacent or below the prevailing (85th percentile) speed of motorists. The result of the recent speed survey (46 MPH) supports recertification for

Discussion continued

continued radar speed enforcement. This portion of Hillsdale Road serves as a rural residential connecting link between Willow Glen Drive and a School Zone for Valhalla High School within the City of El Cajon. It provides access to residential driveways and numerous small side streets. The posted 45 MPH speed limit continues to be reasonable and reflective of the road's operating conditions.

Radar certification has proven to be an effective tool against excessive speeding and has had a positive effect in reducing the speed of motorists on roadways where radar enforcement takes place. Representatives from the CHP indicated Hillsdale Road will benefit from continued radar speed enforcement.

Recommendation

The Committee recommends the existing 45 MPH speed limit of Hillsdale Road from Vista Grande Road easterly to Willow Glen Drive, be recertified for radar speed enforcement.

Maker: Pearlstein Second: Pennings Vote: yes-13, no-0, abstain-0, vacant-0, absent-2.

Necessary Board Action

File this report.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: April 28, 2017

Item 3-A

SUPERVISORIAL DISTRICT: 3

SUBJECT: Intersection Control

LOCATION: Deer Ridge Road and Camino San Bernardo, 4S Ranch (Thos. Bros. 1169 E-4) San Dieguito Community Planning Group

INITIATED BY: DPW Traffic Engineering

REQUEST: Review Appropriateness for Intersection Control

PROBLEM AS STATED BY REQUESTER:

This four-legged intersection has similar entering volumes on all legs. Preliminary reviews indicate additional regulatory intersection controls may be appropriate.

Existing Traffic Devices

Deer Ridge Road is a striped two-lane roadway that measures 38 feet wide. Both legs are stop controlled with limit lines and pavement legends in place. The road is posted 25 MPH on the southern leg and unposted on the northern leg. (NOTE: This roadway is unclassified on County General Plan Mobility Element Network)

Camino San Bernardo is a striped four-lane roadway that measures 80 feet wide. The road is posted 45 MPH Radar Enforced (NOTE: This roadway is classified as a Major Road on the County General Plan Mobility Element Network.)

Average Daily Traffic Volumes

10/13

Deer Ridge Road:

S/o Camino San Bernardo

780 NB

N/o Camino San Bernardo

670 SB

Camino San Bernardo:

E/o Deer Ridge Road

1,270 WB

W/o Deer Ridge Road

720 EB

Collision Data

There have been four reported collisions at this intersection, two involving injury, in the last five year 2 month period (01-01-12 to 2-28-17).

Discussion

The Committee reviewed Camino San Bernardo and Deer Ridge Road in October of 2014. At that time the Committee recognized increased traffic volumes, intersection congestion, and school pedestrian presence at this intersection. These conditions were found to be short in duration, temporary and occur only during both nearby schools' peak arrival and

Discussion continued

dismissal times. County staff indicated there was significant pedestrian presence crossing Camino San Bernardo during school arrival and dismissal times. Staff conducted a pedestrian crossing time gap study and determined the intersection lacks sufficient gaps in the flow of traffic for pedestrian accessibility. The Committee recommended this intersection be placed on the County's Traffic Signal Priority List and the Board of Supervisors added this intersection to the list where it remains today, competing for funding with other County intersections already on this list.

To support pedestrian crossings, County staff implemented operational measures including installation of a new school crosswalk, relocation of a stop limit line on the south leg of the intersection, hand-activated flashing beacons at the existing crosswalk and a road diet on Camino San Bernardo. This reduced the present four lane roadway configuration into a through lane for each direction of travel separated by a two-way left turn lane. The proposed lane reduction allowed existing roadway width to be reallocated for other uses such as bike lanes, shorter pedestrian crossing islands and parking.

A representative from the surrounding community and the Vice Principal of Del Norte High School attended the meeting. Both addressed the Committee and apprised them of their present concerns. After reviewing the testimony, the Committee agreed that because this intersection has already been placed on the County's Traffic Signal Priority List, an all-way stop should be installed as an interim measure, as allowed by the California Manual on Uniform Traffic Control Devices, to provide the motoring public and pedestrians accessing this intersection with a higher level of control.

The Committee also tasked County staff with reviewing all previously installed measures and to consider their necessity when designing and installing a new all-way stop controlled intersection if approved by the Board. Further, when this intersection receives funding in the future for a signalized intersection, an approved all-way stop will be removed when a signal is installed.

Recommendation

The Committee recommends the intersection of Camino San Bernardo and Deer Ridge Road become an All-Way Stop controlled intersection. In the interim, temporary operational measures (road diet, crosswalk installation and relocation of limit line) will be considered for removal during the design process.

Maker: Ouadah Second: Reinhart Vote: yes-13, no-0, abstain-0, vacant-0, absent-2.

Necessary Board Action

Add Item No. 245 to Traffic Resolution No. 299 relating to All-Way Stop Intersections.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: April 28, 2017 **Item 5-A**

SUPERVISORIAL DISTRICT: 5

SUBJECT: All-Way Stop

LOCATION: Oleander Avenue @ Mimosa Avenue VISTA (Thos. Bros. 1108 B-5)

INITIATED BY: DPW Traffic Engineering

REQUEST: Intersection and Crosswalk Review

PROBLEM AS STATED BY REQUESTER:

Joli Ann Leichtag Elementary School Principal and San Marcos Unified School District director raised concerns at the intersection of Oleander Avenue and Mimosa Ave due to vehicular control on Oleander Avenue and their approach speeds.

Existing Traffic Devices

Oleander Avenue is a striped two-lane roadway that intersects Mimosa Avenue, runs east/west and measures 20 feet wide. It is located within a School Zone and has an existing marked yellow crosswalk, school related pavement legends approaching the intersection. This roadway is unclassified on the County General Plan Mobility Element Network.

Mimosa Avenue is a striped two-lane roadway that intersects Oleander Avenue. It measures 30 feet wide, is stop controlled and has a crosswalk in the north/south direction at the intersection on the west side. This roadway is unclassified on the County General Plan Mobility Element Network.

Average Daily Traffic Volumes

11/16

Oleander Avenue	:	3,120 EB 3,310 WB
Mimosa Avenue		250 NB 630 SB

Collisions

There have been two reported collisions at this intersection in the last 5 year 2 month period, 1-1-12 to 2-28-17, both involved injury.

Discussion

Oleander Avenue and Mimosa Avenue are located in Vista. This intersection currently has stop signs on Mimosa Avenue in the north and south direction. Oleander Avenue is a through movement in the east and west direction. The intersection is in close proximity to an elementary school and is within the school zone. There are presently school related signs and legends in place on all four legs of this intersection for associated school pedestrian activity.

The Principal of Joli Ann Leitchtag Elementary School requested establishment of all-way stop controls at this intersection. This request is supported by the San Marcos Unified School District. Both the Principal and a District representative attended the meeting.

The Committee noted that both roadways are operating as local routes (the south leg of Mimosa Avenue is a private leg) and concur that due to the presence of the school and the large number of school related children and adult pedestrians, the intersection's existing operating conditions support a higher level of control. The Committee believes the installation of all-way stop controls, stop ahead signs and associated pavement legends will require both eastbound and westbound motorists on Oleander Avenue to stop and look both ways to determine when it's appropriate to continue or turn and will improve the intersection's operating conditions by increasing the level of comfort for all traversing these residential roadways. The California Highway Patrol Oceanside representative expressed support for the proposal. The Committee requested that continental crosswalks be installed at this intersection.

Recommendation

The Committee recommends the intersection of Oleander Avenue @ Mimosa Avenue become an All-Way Stop controlled intersection.

Maker: Ouadah Second: Reinhart Vote: yes-13, no-0, abstain-0, vacant-0, absent-2.

Necessary Board Action

Add Item No. 246 to Traffic Resolution No. 299 relating to All-Way Stop Intersections.